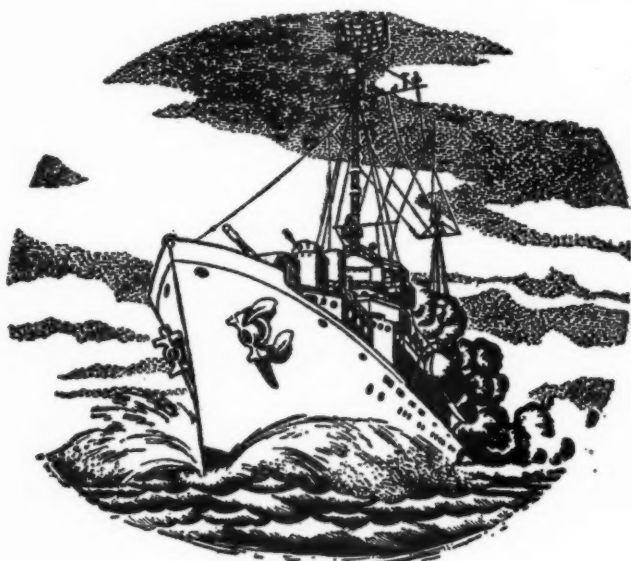


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BULLETIN



FEBRUARY 1949

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U.S. COAST GUARD BULLETIN...



*Published monthly with the approval of the Director of the Budget
Washington • February 1949*

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Merchant Marine Safety Functions

The Commandant has announced the following policy concerning personnel administering Coast Guard Merchant Marine safety functions:

"The First Annual Competitive Examination for the appointment of qualified merchant marine officers as commissioned officers in the United States Coast Guard will be held on 4, 5, and 6 April 1949. Examinations will be held in all Coast Guard District Headquarters and at Coast Guard units in the following cities: Chicago, Ill.; Baltimore, Md.; San Juan, P. R.; and Ketchikan, Alaska.

"In the future the merchant marine safety functions of the Coast Guard will be administered by a group of officers drawn from the merchant marine and the Coast Guard.

"Supplemental advanced training in the technical and legal fields in connection with merchant marine safety will be provided for particularly well-qualified officers.

"Once yearly a suitable number of eligible licensed officers of the merchant marine who have successfully passed the competitive examinations will be inducted into the Coast Guard as commissioned officers. Regulations governing the commissioning of persons from the merchant marine were published in the Federal Register under date of 30 November 1948. These regulations also contain instructions for making application for commission.

"The career of an officer inducted from the merchant marine will follow the same

general pattern as for other officers of his rank, but most of his assignments will be to duty in connection with merchant marine safety. In the interest of maintaining, on merchant marine safety duty, officers who are at all times conversant with contemporary seagoing practices, periodic tours of sea duty will be required."

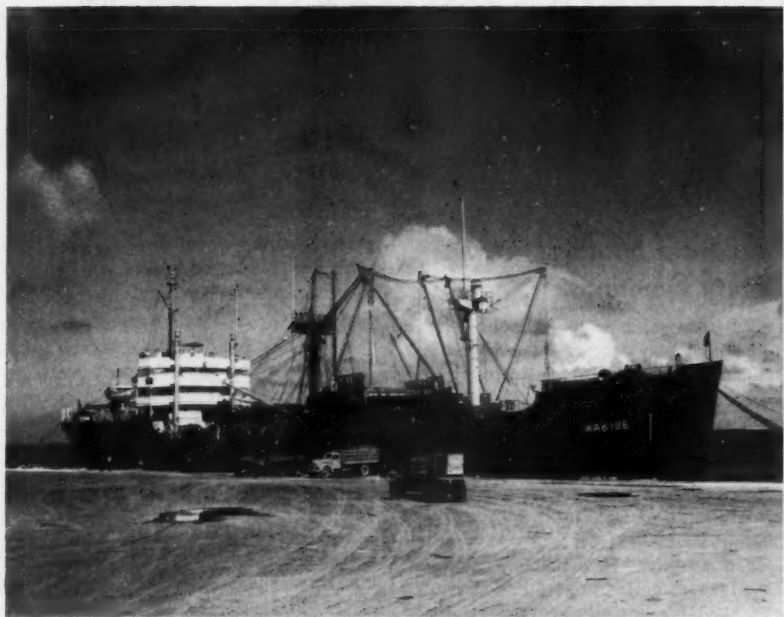
Follow Through

The Smithsonian Institution which recently celebrated its One hundredth anniversary has a total collection of 25,470,827 specimens. These include inventions, relics, archaeological material, rare plants, and the like.

Half a million specimens were added during the past year. Included in this number is the KITTY HAWK, rated by the Institution as the year's outstanding accession.

The first and "only photograph of man's first flight", taken by a Coast Guardsman, now reposes in the photo files at the Library of Congress. Coast Guard photographers were also on hand making pictures of ceremonies attending the presentation of the KITTY HAWK to the American people on 17 December 1948.

Of them, the curator of the National Air Museum, Smithsonian Institution, in his letter to the Coast Guard, dated 12 January 1949, states: "These photographs are among the best that we have received and form a very welcome addition to the scrapbook which we are compiling as a permanent record of this historic occasion."



U. S. C. G. C. *Kukui* (WAK-186) anchors at Saipan to take cargo aboard for delivery to Loran Stations in the Southwest Pacific.

The Cruise of the *Kukui*

Honolulu, Hawaii, is home port of the U. S. C. G. C. *Kukui*. She operates under the direction of the commander, 14th United States Coast Guard District. Her main ports of call are Coast Guard Loran Stations, located on isolated atolls in the Southwest Pacific.

The *Kukui* is a cargo ship. A floating storehouse, so to speak. Her hull is black, her superstructure white—nothing fancy. From her deck area, and there's almost half an acre of it, sprouts a forest of cargo booms, spars and king posts. A pair each of LCMs and LCVPs ride anchor there when the *Kukui* is en route. She may not be "a thing of beauty," this *Kukui*, but the Coast Guardsman stationed on a lonely island in the Pacific anticipates her arrival with pure joy.

The *Kukui* brings supplies—anything from a toothpick to an antenna pole; from a can of pepper to a quonset hut.

Her refrigerators "bulge" with fresh vegetables, fruit, meat, and eggs. Staples, she carries by the carload. Her cargo consists, too, of oil, lub and diesel; new generators and refrigerators; spare parts for engines and generators—spare parts for anything. It's just about a case of "You name—we have it." Some mail comes via the *Kukui*, but only when she provides quickest means of delivery.

In order to deliver her wares, the *Kukui* makes one whale of a cruise lasting well over half a year, covering some 20,000 miles in making the rounds.

Over 100 persons live aboard the *Kukui*. Her complement, officers and men combined, adds up to more than that number. In addition, she transports replacements—men who have been assigned to Loran Stations in the Southwest Pacific chain.

All ship's specialties are represented—her crew is a versatile one. When the *Kukui* anchors off shore and the cargo



Crew from U. S. C. G. C. *Kukui* and natives from Potangeras Island, Ulithi Atoll unloading oil from LCM. *Kukui* is anchored about a mile off shore.

barges are lowered, the crew turns to; loads, and assisted by the Loran Station crew, transports supplies; goes ashore and proceeds to repair equipment or build new structures. Our crewman may do anything from digging a well to building a road, repairing a refrigerator, installing a new generator. When the *Kukui* departs a Loran Station, that station has been completely serviced. To Loraners, the arrival of the *Kukui* marks a date—definition with events chronicled as B. K. and A. K. (before *Kukui* and after *Kukui*).

Although the *Kukui* carries a ship's doctor and dentist, in emergent cases hospitalization ashore is sought—a crew member stricken with appendicitis was immediately carried ashore, placed aboard a plane for transportation to the hospital at Manila.

The "medicos" on the *Kukui* perform numerous extra-curricular humanitarian

acts. For example, King Ueg of the Palau Islands was found to be suffering with a toothache. The ship's doctor checked his "ticker"; then ship's dentist pulled the malevolent molar, leaving King Ueg a happier man. On several occasions natives came aboard bearing gifts and "to see the movies," all serving to insure the good will of these neighbors of Coast Guard Loraners in the Pacific.

The *Kukui* called at the Marshall Islands, Palau, Marianas, Philippines and at other Loran Stations in that area of turbulence and typhoons where the Coast Guard maintained Loran Stations provide vital electronical navigational aids to ships and planes.

Five days liberty at Hong Kong, China, provided more than one crew member with his first opportunity to visit the Orient, to purchase much coveted souvenirs at the bazaars; to indulge in the novelty of rickshaw riding and to see the

famous Tiger Balm estate. Liberty at Hong Kong will be long-remembered as a recreational and horizon-broadening experience.

All around, it might be said, that the cruise of the *Kukui* bears out the Coast Guard's oft quoted recruiting slogan—"I Want Action!"

"Ice to the Left Ice to the Right . . ."

This phraseology appeared in a front-page story of the 6 January 1949 edition of the Peoria Journal and Transcript, Peoria, Ill., reporting the freeing by the U. S. C. G. C. *Oleander* of a cruiser, ice-bound in the Illinois River.

There were five persons aboard, none was injured, but all were reported "dead tired" from manning hand pumps all night to keep their vessel from sinking.

The cruiser, *Sonoma III*, ran into trouble about 3 p. m. when ice ripped a hole in her hull. Her plight was discovered by a member of the Byerly Aviation Corporation who was flying over the river at about 4:30. He saw the blinker light of the *Sonoma* flashing an S O S, and noticed passengers on deck waving coats and sheets. He notified the airport by radiophone; the message was relayed to the Coast Guard station.

Handicapped by darkness and ice floes, the *Oleander* did not reach the stricken vessel for several hours. At one time the *Oleander* herself was almost halted by ice. Numerous attempts were made by persons ashore to row out to the *Sonoma*, but these had to be abandoned. When the *Oleander* reached the *Sonoma* temporary repairs were made and as hundreds of watchers lined the shore of the river, the *Sonoma* was towed into the depot of the United States Army Engineers.

According to the *Sonoma's* owner, "We thought we were goners until an airplane came by and saw we were in trouble."

At last report, the *Sonoma* was in dry-dock for repairs.

Insidious Compound

United States Coast Guard Safety Circular No. 5-48 deals with the DANGERS OF CARBON TETRACHLORIDE and stresses the urgency for observance by all personnel of SAFETY INSTRUCTIONS concerning its use.

Carbon tetrachloride is an extremely insidious compound since symptoms of poisoning thereby are not immediately evident. A fatality resulting from such poisoning occurred in the case of a gunner's mate who, in company with three others, had been using the liquid for cleaning purposes. Symptoms of poisoning did not appear until the day following the use of the liquid nor were they severe, even then. In fact, it was their persistence rather than intensity that resulted in the man's admission to the hospital 4 days after exposure. Ten days after his admission to the hospital, the man died. The other three men were, apparently, unaffected.

In the Washington, D. C., area two deaths recently occurred as the result of carbon tetrachloride poisoning. In both cases, the victims had been using small amounts of the liquid for cleaning purposes.

In the handling and use of carbon tetrachloride, SAFETY INSTRUCTIONS enclosed with SAFETY CIRCULAR No. 5-48, must be strictly observed.

NOW HEAR THIS!

In the forfeiture of pay by mast punishments and sentences of Coast Guard courts, the word "pay" includes sea pay, flight pay, messman pay, and additional pay for arms qualifications and medals but does not include allowances or prizes.

The only way to have a friend is to be one.
—Emerson.



"Surrounded" by the Coast Guard, the S. S. *China Transport* lists badly as, with a cargo of copra meal ablaze in her forward hold, she hurries for the safety of Long Beach—Los Angeles harbor.

To the left, Los Angeles Harbor Light; above, Coast Guard PBV; in foreground, Coast Guard 83-footer, and off the starboard bow a Coast Guard picket boat.

Headline News

A story which recently made the wire services throughout the Nation concerned the race of the S. S. *China Transport* for the safety of Long Beach—Los Angeles harbor while a fire of copra meal in the upper 'tween decks of No. 3 hold threatened destruction.

The Coast Guard answered the ship's SOS when the burning vessel was 30 miles out by sending the cutter *Blackthorn*. The *Blackthorn* stood by as the steamer made port under her own power. The periled vessel was escorted by Coast Guard fire boats and two PBV flying boats.

The *China Transport*, one of the largest in the American merchant marine, was anchored inside the breakwater, away from the piers, while fireboats joined the fight to bring the stubborn blaze under control.

That Man Godfrey

Godfrey fans all over the country are sending contributions to the Memorial Chapel Fund because Arthur Godfrey, ex-Coast Guardsman and "one of the most-listened-to entertainers in the Nation" is boosting it.

Upon hearing Arthur Godfrey's broadcast, Thomas A. Parker, manager of the Eddy Arnold Show, sent a dispatch offering the entire show to be played in any city in the United States, with all expenses paid, entire receipts of the show to go to the Memorial Fund. This generous offer was accepted and on 27 March 1949, at Constitution Hall, Washington, D. C., the Tennessee Plowboy, the Duke of Paduka, the Oklahoma Wranglers, Roy Williams, Gabe Tucker with Annie Lou and Danny and the rest will be on hand for matinee and evening performances.



"THE COLORS"

Old Glory and the Coast Guard Flag, proudly borne by the United States Coast Guard Academy Color Guard.

Inauguration, 1949

Of the Inauguration of Theodore Roosevelt on 4 March 1905, it was said:

"No king returning to his throne, no prince at the head of a victorious army just back from a successful war, was ever given a greater ovation. It was the greatest day, with the greatest crowd that ever witnessed a President's induction into office."

That sentiment, voiced over four decades ago, is equally expressive of the Inauguration of Harry S. Truman, thirty-second President of the United States.

Inaugural Week marked a period of high-pitched activity.

In company with other military services, the Coast Guard had an exhibit on the Washington Monument Grounds. It has been estimated that over 20,000 persons viewed the Coast Guard exhibit, many expressing particular interest in the equipment since it was "of the moment," employed by the Coast Guard in its day-by-day services. The exhibit consisted of a motor self-bailing surfboat with complete equipment; a *Dukw* with aluminum hull; a new type communications truck capable of carrying simul-



Coast Guard Academy Color Guard, followed by cadet battalion, rounds the bend at "15th and the Avenue," Inauguration Parade—20 January 1949.

taneously four two-way conversations; two buoy lanterns (one with an automatic bulb changer in operation) and seven posters illustrating activities of the service.

Inauguration Week saw many events of interest leading up to and following **THE PARADE**. In retrospect they assume a position of post or anticlimax. The parade was the thing!

Under an air umbrella of almost 700 planes, the cordon of motorcycles escorting the presidential party roared past Headquarters at about 2:25 p. m.

Then, "as thousands cheered" came the parade itself. A bright sun, streaming from behind the blocks of buildings had fashioned a checkerboard pattern of light and shadow along the Avenue of the Presidents and through it the marchers came in a seemingly endless wave of color and music. For over three hours it rolled along the Avenue toward the White House until by the time the steam calliope, drawn by six white horses, had smoked its way past Coast Guard Headquarters, the Avenue was gray with dusk, and shop windows lighted.

The Academy Color Guard, the 32-piece Coast Guard Academy Band and a battalion of cadets, marched in the Third Division.

One battalion of Coast Guardsmen from the Cape May Receiving Center marched in the Sixth Division.

Eight Coast Guardsmen were among the flag bearers carrying State, Territorial and District of Columbia flags.

Aides to Governors of the States of Washington, South Carolina, Connecticut and Rhode Island were furnished by the Coast Guard. These were: Commander C. L. Opp, Lt. R. C. Davis, Lt. Comdr. H. F. Frazer, and Lt. Comdr. F. K. Arzt.

Alumni Association Proposal

The following is an excerpt from an article appearing in the December 1948 issue of the United States Coast Guard Academy Alumni Association Bulletin:

"The Alumni Association of the United States Coast Guard Academy hereby provides authority to utilize the general funds of the association for one loan of \$500 per year for a period of four (4) years to a child of a deceased graduate of the United States Coast Guard Academy, who died while on either the active or the retired list, to further his or her college education. The maximum outlay available under this authority is \$2,000 per year, providing for four (4) children in successive classes. This loan is to be without interest, repayable under conditions set up by the board of control, but not required to commence until ten (10) years after graduation. The selection is to be made annually by the board of control from the persons applying for it. The first outlay under this proposal is to be made in the fall of 1948 for utilization in the academic term commencing then."

All members have been requested to vote on the proposal by sending a letter or post card to the secretary of the association.

Coast Guard Reserve News

Excerpts from regulations for the United States Coast Guard Reserve are quoted below for ready reference:

ARTICLE 1602 OFFICIAL RESIDENCE

(4) A Reservist shall immediately report any change of official residence to Headquarters via the district commander in which his records are carried.

(5) The form below should be followed:

From: Lt. John H. Jones, U. S. C. G. R.,
501 West 113th Street New York, N. Y.
Subj: Change of official residence.

Reference: (a) Coast Guard Reserve Regulations.

1. In compliance with reference (a), I request that my address be changed:

From: 501 West 113th Street, New York, N. Y.

To: The Westminister, 17th and Que Sts., Washington, D. C.

(S) JOHN H. JONES.

ARTICLE 1063 PERMISSION TO LEAVE THE UNITED STATES

(1) Except as herein provided, Reservists are required to obtain permission to leave the United States or its possessions.

(2) District commanders are authorized to approve requests from Reservists on inactive duty for permission to leave the United States or its possessions.

(3) Reservists who are employed in the commercial air lines of the United States will not be required to obtain permission on each trip while following their profession in the commercial air service, but shall keep the district commander of the district to which attached advised of their employment and official residence.

(4) Reservists on authorized leave of absence and while in civilian clothes are authorized to visit Canada or Mexico without obtaining specific permission for such visit.

ARTICLE 1702 MILITARY LEAVE

(1) All officers and employees of the United States or of the District of Columbia who are members of the Reserve shall be entitled to leave of absence from their respective duties without loss of pay, time, or efficiency rating on all days during which they may be employed, with or without pay, under the orders or authorization of competent authority, on training duty for periods not to exceed 15 days in any one calendar year.

(2) Competent authority is defined as Headquarters, or the district commanders of the Coast Guard districts.

ARTICLE 6204 REASONS FOR DISCHARGE OF OFFICERS

Officers on inactive or training duty may be discharged by the Secretary of the Treasury for the following reasons:

(a) Failure to keep Headquarters and the district commander informed of their permanent official residence.

(b) Failure to reply to official communications.

(c) Failure to submit such reports as may be required by the Commandant.

(d) Failure to appear for or failure to pass prescribed physical examination.

(e) Lack of interest.

(f) Civilian occupation incompatible with Reserve status.

(g) Failure to carry out agreement entered into prior to appointment as to completion of correspondence courses or to undergo other forms of instruction.

(h) That there is no probable future need for the services which the officer is qualified to perform.

(i) Other cause deemed full and sufficient in the discretion of the Secretary.

It appears that the Act to Re-establish the Women's Reserve of the Coast Guard (SPARS) will be passed by the Eighty-first Congress.

A board convened at Washington, D. C., to select additional Reserves and Temporary officers for permanent appointments to be made within the next few months,

found that 234 such officers met the established educational requirements. Of this number, 150 indicated their desire for appointment with subsequent assignment to sea duty in connection with the expanding Coast Guard weather station program. Officers so selected will be given adjusted dates of rank.

To date, 12 Reserves and 11 Temporaries have been selected for permanent appointments in the Regular Coast Guard, 20 to be appointed in the grade of lieutenant (jg), 3 in the grade of ensign, as follows:

Lieutenants (jg):

Walter J. Felton
Harry G. Kosky
Richard W. Bagnall
Edward P. Swayer
Leonard A. Wardlaw, Jr.
Leonard J. Knight, Jr.
Jerry Komorech
Enoch A. Poulter
Douglas A. Vander Meer
Paul L. Anderson
Rubin E. Young
Fred J. Michalson
James B. Reynolds
William C. Akers
Philip S. Bell
Donald D. Davidson
Ivan C. McLean
Edward G. Taylor
Louis E. Price
John G. Milosic

Ensigns:

Robert E. Ogin
Roger J. Dahlby
Nelson W. Allen

The Gulf shore of Florida, Mississippi, Alabama, and Texas were without a single revenue cutter in January 1849. Two of the new cutters were intended for the Atlantic coast and four for California and Oregon stations. A number of revenue cutter officers were employed in revenue boats as boarding officers at such points as Castine, Sackett's Harbor, Frenchman's Bay, Machias, Rochester, Wiscasset, South West Pass, Balize, Point La Hache, Key West, and Oswego.

February Events in Coast Guard History

- 1792 Feb. Collectors of customs authorized to direct movements of cutters.
- 1793 Feb. 26 Alexander Hamilton, first Secretary of the Treasury, submits to the Senate first list of cutters, with stations, officers' names, rank and dates of commission.
- 1799 Feb. 25 President Adams authorized by Congress to place revenue cutters in the Naval Establishment.
Congress empowers Revenue Marine to enforce State quarantine laws.
- 1801 Feb. 3 Treaty of peace with France ratified ending Quasi War with France, in which Revenue Marine had rendered outstanding service.
- 1802 Feb. 12 Revenue Marine (Revenue Cutter Service) has 38 commissioned officers in service—9 captains, 10 first mates, 9 second mates and 10 third mates.
- 1822 Feb. 23 Congress authorized cutters to prevent unauthorized live oak cutting on Florida public lands.
- 1837 Feb. Secretary of Treasury requested to lay before House of Representatives the estimated cost of a steam cutter. Cost estimated at \$35,000 by Secretary.
- 1840 Feb. 10 House resolution introduced to inquire into expediency of making Revenue Marine (Revenue Cutter Service) branch of Navy. No action by Congress.
- 1843 Feb. 9 Secretary of Treasury Forward points out to House Commerce Committee inapplicability of laws governing Navy to legal duties of cutters.
- 1845 Feb. 19 Lighthouse Establishment transferred to Revenue Marine Bureau.
- 1845 Feb. 20 President Tyler vetoes bill providing that no cutter be built nor purchased unless appropriation first made by law, on grounds that sanctity of contract of those already contracted for should not be overridden by Congress. Congress overrides veto March 3, 1845.
- 1859 Feb. 29 United States signs treaty of "amity and commerce" with Paraguay after *Harriet Lane*, in Navy expedition forces opening of Paraguay and Parana Rivers.
- 1862 Feb. 19 Congress authorized cutters to enforce law forbidding importation of Chinese "coolie labor."
- 1863 Feb. 4 Commissioned officers of the Revenue Cutter Service to be appointed by President by and with advice and consent of Senate. This act contains first statutory use of term "Revenue Cutter Service." Previous laws referred only to revenue cutters.
- 1867 Feb. 28 Each officer of Revenue Cutter Service, while on duty, entitled to one Navy ration per day.
- 1871 Feb. 1 Revenue Marine Division of Treasury created, S. I. Kimball, Chief.
- 1893 Feb. 6 Secretary of Treasury authorized to define and establish anchorage grounds for vessels in harbor of Chicago and adjacent waters of Lake Michigan.
- 1911 Feb. 15 Congress transferred Fort Trumbull, New London, Conn., from War Department to Treasury Department for use of the Revenue Cutter Service.
- 1926 Feb. 16 Congress authorized Secretary of Treasury to acquire a site at New London, Conn., without cost to United States, and construct thereon buildings for the United States Coast Guard Academy at a total cost not to exceed \$1,750,000.

- 1940, Feb. Atlantic Weather Patrol established.
- 1941 Feb. 19 Coast Guard Reserve established. Auxiliary created from former Reserve.
- 1942 Feb. 3 C. G. C. *Nike* rescued 39 survivors from S. S. *San Gil* off Ocean City, Md.
- 1942 Feb. 6 C. G. C. *Nike* rescued 38 persons from *China Arrow* off Ocean City, Md.
- 1942 Feb. 15 Coast Guard plane V-186 located 30 survivors at sea who were later picked up by coastal pickets.
- 1942 Feb. 25 Wartime port security delegated to Coast Guard by Executive Order 9074.
- 1942 Feb. 28 United States Maritime Service transferred to Coast Guard from War Shipping Administration.
- 1942 Feb. 28 Certain duties of former Bureau of Marine Inspection and Navigation transferred to Coast Guard temporarily by Executive Order 9083. Made permanent July 16, 1946.
- 1943 Feb. 15 C. G. C. *Calypso* removed 42 persons from lifeboat of S. S. *Buarque* (Brazil) east of Cape Henry.
- 1943 Feb. 21 *Spencer* sank U-225 in Atlantic.
- 1943 Feb. 22 *Campbell* rammed and sank German U-boat in Atlantic.
- 1944 Feb. 1 Namur Island, Kwajalein Atoll Invasion.
- 17 Eniwetok and Engebi, Marshall Island Invasion.
- 29 Los Negros, Admiralty Islands Invasion.
- 15 Green Island Invasion.
- 22 Parry Island (Marshall Islands) Invasion.

Memorial Chapel Support

Boris Lauer-Leonardi, editor of *THE RUDDER* lends support to the MEMORIAL CHAPEL FUND DRIVE by way of an editorial in the December 1948 issue of that publication from which these excerpts have been lifted:

"A group of superb and silent seamen are the members of the United States Coast Guard, and it is appalling to contemplate that the Academy which turns out their fine officers is singular among

institutions of higher learning in not having a chapel."

* * * * *

"This editorial is an appeal for contributions from our readers. A worthier cause would be hard to imagine."

* * * * *

"Every yachtsman has had direct or indirect contact with the Coast Guard, many of us owe them our lives or our property or both. Therefore, it is only fitting that we should now lend them a hand in securing for them what they have needed sorely these many years."

United States Coast Guard Memorial Chapel Fund

Contributions to the Coast Guard Memorial Chapel Fund may be sent to:

United States Coast Guard Memorial Chapel Fund, United States Coast Guard Headquarters, 1300 E Street Northwest, Washington 25, D. C.

(Public Law 200—80th Cong.) (Allowable deduction Federal Income Tax)

Memorial Chapel Fund Drive

Coast Guardsmen—let's keep pace!

The month of February finds the entire country participating in a drive for funds to build a Memorial Chapel honoring men of the Coast Guard who gave their lives in the performance of duty in peace and war.

Officers and men of the United States Coast Guard Academy have contributed 100 percent. Personnel of Cleveland Lifeboat Station and the United States Coast Guard Base, Buffalo, N. Y., have contributed 100 percent. Officers and men of the 2d Coast Guard District were the first group to volunteer contributions.

But, contributions from the service as a whole are lagging. Coast Guardsmen—let's keep pace!

In the 1st Coast Guard District, the Civilian Committee was formed and the drive well underway by 1 February.

In the 3d Coast Guard District, the Philadelphia drive has been underway since early December, with Mr. E. C. Page as chairman. The New York City drive got underway in January with Maj. Alexander Hamilton, USMCR, chairman. Major Hamilton is a direct descendant of Alexander Hamilton, first Secretary of the Treasury. Mr. Bushrod B. Howard, director of the Standard Oil Co., Inc., of New Jersey is serving as chairman of the Marine Industry Committee for the drive in New York City.

In the 5th Coast Guard District, Civilian Committees have been established in Norfolk, Richmond, and Baltimore.

The 7th Coast Guard District has established Civilian Committees in major cities on the west coast and in all cities on the east coast.

The 8th Coast Guard District launched their drive in Mobile on 15 January. Members of the Committee include many prominent citizens of Mobile, Ala. Civilian Committees have been established in Gulfport, Miss.; New Orleans, La.; Galveston and Corpus Christi, Tex.

In the 9th Coast Guard District, the Lake Ontario area Civilian Committee has submitted over \$1,500 in contributions. Committees at Buffalo, Erie, Conneaut, Cleveland, Sandusky, Toledo, and Lake Erie are most active. Mr. John Sherwin, president of Pickands Mather and chairman of the Cleveland Committee reports having received over \$12,000 from shipping companies eager to partake in the establishment of the Memorial Chapel. Pledges amounting to \$15,000 have been made in the Cleveland area. In the Detroit area, which includes Port Huron, Saginaw, Bay City, Midland, and Alpena, the drive is booming. The Chicago drive got underway on 12 January with Milwaukee and Duluth following shortly thereafter.

The 11th district drive has been underway since early in November.

Drives in the 12th and 13th districts were launched during January.

Plans to establish a Committee at San Juan, Puerto Rico, and the St. Thomas, Virgin Island area, are underway, since there have been several indications that these islands wish to participate in the Memorial Chapel Fund raising.

Coast Guardsmen—let's keep pace!

CADETS ON PARADE

Scheduled for a thirteen-week run, the radio program "Coast Guard Cadets on Parade," originating at the Academy, New London, Connecticut, went on the air for first broadcast at 11:00 A. M. EST, 15 January 1949, over the Mutual Broadcasting Co. Network. The program, featuring music by the Coast Guard Academy Band, will be broadcast each Saturday morning from 11:00 to 11:30 EST through 9 April 1949.

Distribution (SDL No. 36):

A: a, b, c, d (5 ea); e, f, i (3 ea); remainder (1 ea).

B: c (14 ea); f, g (7 ea); e, h, i, l (5 ea); j (3 ea); d, k (2 ea); remainder (1 ea).

C: a, d (3 ea); remainder (1 ea).

D: all (1 ea).

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